

It is understood that recently he severed his connection with the company. He returned to Edmonton about ten days ago on private business and left yesterday for Vancouver.

The late Mr. Crandell was about fifty years of age and a native of Lindsay, Ontario. For a number of years he was the agent in the Rain River district. He has a son employed on the line west of Edmonton with Poley, Welch and Stewart.

EDMONTON SIX YEARS A CITY

Edmonton Enters Today Upon Seventh Year of Its Life as a City—Charter Was Granted November 12, 1904—Its History a Story of Continued Growth and Ever-Increasing Prosperity—Every Development, Every Mile of Progress—1910 a Year of Significant Events—Edmonton Moving Rapidly Towards Its Place Among the Great Cities of Canada.

Six years ago today the city of Edmonton cast aside the swaddling clothes of the Peace River country and entered upon its life as a city in all the responsibilities of city government. The first six years of its life, though but a brief span in the life of a community, has been marked by a steady growth in its prosperity and importance that may well be a source of pride for all those who have had their share in it. Optimism is to be the most noticeable characteristic of the Westerner. The future for him is ever invested with the rose tint which marks the dawn of a day of promise. The secret of his optimism lies in his experience. The springs from which his hopes are fed are in the past, a past which gives him promise as it merges in the present. His optimism is the optimism which is legion, of nations. Hence the pride of the citizens of Alberta capital in the fact that they are citizens of no mean city.

A Story of Progress. Within the brief space of six years a trading post of the Hudson's Bay Company, remote in the wilderness of a civilized man, today the capital of the West, the seat of government, the bridge over the Saskatchewan river, the election of which will involve an expenditure of approximately \$1,500,000.

A Great Railway Centre. Six years ago when the assertion was made that Edmonton would be the seat of the great railway center of the West the people were free to question the prediction. Now, however, the prediction has been fulfilled. No railway has entered the confines of the city and the city has been developed in accordance with the outside world over the C. & N. bridge of the C.P.R., the terminus of the line was on the south side of the river in Strathcona.

With the completion of the line, a terminal of the Canadian Northern Railway, placing Edmonton in direct communication with the West, the present year will be remembered as a turning of the wheel of the city.

Far from being a city of one railroad, Edmonton has been the scene of the present year a centre from which the great lines of the West, under construction, lead out in thirteen different directions.

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agricultural experts, whom he conveyed on an extended tour through the Peace River country. The result made of the soil and investigations into climatic conditions. The result was that many returned a conviction that the Peace River country was the richest in the West. The outcome of this movement is a campaign of publicity the effects of which are only beginning to be felt. At the same time, in the near future that country will be developed. And with its development still another influence will be added to those which must make the city of Edmonton one of the largest and richest cities of the West.

Transportation facilities—lead a good deal of the credit of the year 1910. There are two which stand out among the many which have been built in the history of the city of Edmonton. The first in order of time is the Hudson's Bay Company's Hudson's Bay Railway. The second is the completion of the Grand Trunk Pacific bridge over the Saskatchewan river, the election of which will involve an expenditure of approximately \$1,500,000.

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of its rapidly increasing population. The last report of the board, made in 1909, showed an enrollment of no less than 2,518 pupils. The enrollment of the six teaching schools in the city of Edmonton, of which there are now ten, is 2,518. The enrollment of the six teaching schools in the city of Edmonton, of which there are now ten, is 2,518.

The continued growth of the population during 1910 has been marked by a further increase in the enrollment of pupils by the addition of several teachers to the staff, by the acquisition of several new sites, and by the erection of several new schools.

Increased Enrollment. The enrollment of pupils has increased to 2,518 and the teaching staff numbers twenty. Among the new school buildings erected during the year the handsome structures on the corner of 10th and 10th, and the Oliver School, in honor of the Hon. Frank Oliver, Minister of the Interior, is deserving of special mention, and also the magnificent High school building, which is now under construction, involving a cost of \$140,000.

Comparison of figures for the last ten years shows in the report of the school board is instructive in its testimony to the progress of the city and promises for the future.

Miss Mackenzie Flies With Count de Lesseps. The daughter of President Wm. McLeod of the Canadian Northern Railway, Miss Mackenzie, flew to New York.

New York, Nov. 6.—Before the departure of the Count de Lesseps, the daughter of President Wm. McLeod of the Canadian Northern Railway, Miss Mackenzie, flew to New York.

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local feet of bulldozers are in progress about the city.

The Street Railway. During the first six months of 1909 the street railway carried 1,425,000 passengers, with a revenue of \$25,588. During the corresponding period of 1910 the passengers carried numbered 2,512,500, and the revenue \$41,120.

The population of Edmonton in 1901 was 2,602. In 1906 it was 11,100. The population of Edmonton at the present time places the figure at 25,000. The census of 1906 showed a population of 11,100. The census of 1906 showed a population of 11,100. The census of 1906 showed a population of 11,100.

New Hospital. Worth of special note among the buildings which have been erected during 1910 is the new hospital, which will be known as the R. A. H. Hospital, to be erected at a cost of \$225,000. There are already three large hospitals in the city.

The growth of Edmonton as a distributing centre is clearly evidenced by the rapid increase of its whole sale trade, which during the last four years has increased from \$2,000,000 to more than \$20,000,000.

WHY SALVES FAIL TO CURE ECZEMA

Scientists are now agreed that the cause of eczema is not in the skin, but in the blood. Hence, a penetrating remedy is required to reach the cause of the disease.

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"Gee Whiz" Washer

Wash Day is a Pleasure When You Use the

The success and wide popularity of this washer is due principally to its superior method of washing, in which the hot soap suds are agitated and driven through the clothes, instead of agitating the clothes and rubbing them over various kinds of surface, which causes more wear and tear than you can imagine. The machine can be regulated in an instant, by moving one of the water wheels, to most anything from a single handkerchief to a machine full. The wear and tear of washing clothes by machinery is reduced to a minimum. To introduce this splendid machine to the public we require a limited number on sale at the low figure of \$97.75.

Cross Bros. Limited

Jasper Avenue East

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IMPERIAL BANK OF CANADA

HEAD OFFICE, TORONTO.

Authorized Capital \$10,000,000
Capital Subscribed 5,626,700
Paid Up Capital 5,600,000
Reserve Fund 5,600,000

BRANCHES THROUGHOUT THE DOMINION OF CANADA.

A general Banking Business Transacted.
Special attention given to collections.
SAVINGS BANK DEPARTMENT.
Interest allowed on deposits from date of deposit.

G. R. F. KIRKPATRICK,
Manager, 100 King Street West.
West End Branch 616 Jasper W.

Edmonton Office.

Don't Miss

The great Beneficial Sale on Fall and Winter garments at the BON MARCHE of Ladies' wear. We have one of the largest assortments in town of furs. Come in when convenient and bring your friends. You will be convinced that our prices cannot be equalled on the articles we are offering during this sale.

BON MARCHE

(Adjoining Reed Bros.)</

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CANADIAN NORTHERN
 DECEMBER EXCURSIONS
 1910
 FROM ALL STATIONS TO
 ONTARIO, QUEBEC AND
 EASTERN PROVINCES
 AT
 VERY LOW FARES.
 LIMIT: THREE MONTHS, STOP-OVERS
 FIRST CLASS TICKETS
 OLD COUNTRY AND EUROPE.
 ON SALE NOV. 11TH TO DEC. 31ST.
 CHOICE OF ROUTES.
 APPLY CANADIAN NORTHERN AGENTS.

W. C. BODDIS,
 City Photo and Ticket Agt., C. N. Ry.,
 115 Jasper Ave. East, Phone 1712.
 EDMONTON, ALTA.

AROUND THE CITY

LOCAL.

Karl Paul will come up for trial this morning at Port Saskatchewan on a charge of cutting a cable.

Mrs. James H. Slater will receive for the first time on Wednesday, November 10th, and afterwards on the second Wednesday of every month at 7 1/2 Twenty-first street.

Naturally morning at 10 o'clock, a Guelph, endeavoring to cross the river in a boat from Port Saskatchewan, got caught in the ice and was with difficulty rescued by a Mounted Police officer.

Mr. and Mrs. Ewen Stewart, Char. Interview, P.E.I., announce the engagement of their daughter, Janet May, to Mr. William Nicholson, of Lethbridge, Alberta. The wedding will take place the last of November.

The ladies of Westminster Church will hold a sale of home-made quilting and serve a businessmen's lunch in connection with the bazaar to be held on Friday and Saturday, November 25th and 26th, in the old Post Office building, corner McDougall and Rice.

At the police court on Saturday, Odessa Haynes, the defendant who walked into the Saskatchewan river last week, was charged with larceny. The case was adjourned until next Saturday. Three drunks were also arrested on the night of 7th.

A. Morrison was arrested at Edmonton on Friday on a charge of obtaining money under false pretences. It is alleged that while Morrison was in Edmonton, some weeks ago, he passed a business cheque for \$200, twenty-five dollars at a local hotel. Morrison will be brought to the city for trial.

Inviting the co-operation of the Edmonton Board of Trade, the improvement of the northern portion of the road to Athabasca Landing, Secretary Scott, of the Land Board of Trade, has written to the secretary of the board of trade of the province. It is suggested that the road should be widened to a depth of ten feet. Not much mending is required, but widening of the road is essential to the accommodation of the increasing heavy traffic to and from the Landing. Forty loads a day is a conservative estimate of the travel over the road.

AMERICAN LANDSEEKERS.

The immigration halls were crowded last Saturday morning with American land-seekers, endeavoring to get information as to where to locate. The majority of the land-seekers are well-to-do farmers from Spokane and Washington, who, now that the threshing is finished, are taking advantage of the late season to visit the Canadian West.

CALGARY EXCURSIONISTS.

Supporters of the Tigers to the number of 230 arrived from the city of special excursion trains from Calgary last evening. They were met by the local train and the excursionists are scattered throughout the various hotels of the city. Accompanying the excursionists are a number of the players of the Calgary football team, which meet the excursionists at the Olympic hotel. The Western Canada college rugby team, which meets Alberta university in a match match prior to the provincial championship game, also formed part of the excursion with a large number of supporters.

The big game starts at 1 o'clock with the time for the first half. The day it should be largely attended. C. H. Belanger will referee.

LEAGUE MEETING THURSDAY.

Owing to a misunderstanding as to the date on which the League will meet on Wednesday, the Municipal League was informed that it could have the hall for Wednesday next. It was afterwards discovered that this date was already taken, and the league meeting is now postponed for Thursday evening next.

Mr. A. E. Potter will have to lay his scheme for the solution of the trunk line railway difficulty before the citizens in detail. Mayor Lee has been challenged and invited to attend and he may be present and ready if possible. The league announces that if Mayor Lee is unable to be present any other opponent of this or any other portion of the league platform will be given a hearing, whether a member of the league or not.

The I.O.O.F. Hall on the corner east of the car line on the boulevard and is thus accessible to all, and with all a week's delay, the announcement of the practical opening of the 1910 municipal campaign is made as if Thursday night will see a wholesale election of November.

It is presumed that Mayor Lee's speedy acceptance of the challenge thrown at him presages his early announcement of his candidature for a third term.

Australia to Send Delegates.

Mr. J. H. McQuinn, representing the interests of the Labor League, the Ministerial Labor party in the parliament of Australia is expected to accept the British government's invitation to send a delegation to the coronation. It is believed that the presence of eleven Australian Laborers in London at that time will be of immense advantage to the Labor movement.

German Firm May Get Tender.

Official News. — The Evening Journal says that the contract for the Quebec bridge is likely to go to the German firm which has put in the most satisfactory tender. There were four tenders, one each from Great Britain, the United States, Canada and Germany.

DIRECT WAGGON ROAD TO THE GRANDE PRAIRIE

Road from Medicine Lodge Practically Completed to Junction With the Grande Prairie-Lake Louise Lake Trail.

At length Grande Prairie is served with a direct wagon road to a railway. Work has been brought to the city of the practical completion of the road north from Medicine Lodge on the line of the C. N. R. 145 miles west of Edmonton to connect with the Grande Prairie-Lake Louise Lake Trail. The road is now open to the west of Edmonton to connect with the Grande Prairie-Lake Louise Lake Trail. The road is now open to the west of Edmonton to connect with the Grande Prairie-Lake Louise Lake Trail.

From Grande Prairie city to Medicine Lodge on the line of the Grande Prairie Truck which will reach by the street at one end of each week by the latest, will then be a drive of but 710 miles as against an arduous journey of 800 by other routes by way of Athabasca Landing, Slave River and Chetivah Lake which has hitherto been the only practicable wagon road to the Peace River country. The Medicine Lodge road has been constructed for travel the year round, all grades, declines and mountains being overcome. And is the road which was selected by the provincial government as the most feasible of any suggested and the one which the Grande Prairie settlers had planned to have cut for themselves failing government aid.

It was practically that the C. N. R. M. Kimpke at a mass meeting of Grande Prairie settlers held in Edmonton during February of last year, which was guaranteed to construct for the value of five thousand dollars.

Government aid was lent to the project and it has been pushed to a rapid completion. The road is now open to the west of Edmonton to connect with the Grande Prairie-Lake Louise Lake Trail. The road is now open to the west of Edmonton to connect with the Grande Prairie-Lake Louise Lake Trail.

The road runs straight north from the city of Grande Prairie to the Peace River country. The road is now open to the west of Edmonton to connect with the Grande Prairie-Lake Louise Lake Trail. The road is now open to the west of Edmonton to connect with the Grande Prairie-Lake Louise Lake Trail.

OVERHEAD BRIDGE.

There is a possibility that the Jasper avenue subway may be changed to an overhead bridge. F. W. White, general manager of the C.P.R., and J. H. Langdon, of Winnipeg, advised several private traders, including John H. Langdon, of Calgary, that the bridge over the river would be changed to an overhead bridge. The bridge is now open to the west of Edmonton to connect with the Grande Prairie-Lake Louise Lake Trail.

According to the original plans of the road of Jasper avenue by the C.P.R., the grade of the railway was shown to be at practically the street level. Since these plans were made, new plans have been issued by J. E. Laurier, chief engineer of western lines, showing the grade of the railway fully eight feet below the street level. A copy of these plans has been forwarded to the City Engineer, and it was then taken up by the commissioners.

The decision of the commissioners is that the railway should be at the grade as shown in the recent plans submitted by the engineering department, the construction of a subway would be out of the question entirely. To construct a subway under the tracks of the railway, if the grade were eight feet lower than the present level of the street, would require a depression that would be impracticable in the proposed length of the subway, namely between Ninth and Eleventh streets, 410 feet.

The solution to the problem is the construction of an overhead bridge. This has been suggested by Commissioner Hamilton, and it was in connection with this suggestion that Mr. Potter conferred with the Mayor this morning.

It is maintained that the construction of an overhead bridge would be less disadvantageous from the viewpoint of the expansion of the Jasper avenue retail section than the construction of a subway. It is held that a subway would very seriously impede the extension of the retail section of the city. The approach to the bridge would be filled in between the streets. The sidewalk would be lowered. That is, they would be constructed from the center to the building line. This would permit the erection of buildings with basements on a level with the present street level, the upper floors being on the street, and that which would be on the incline, being on the street level.

No estimate of the comparative cost of the overhead bridge has as yet been made.

QUEBEC BRIDGE.

Contract Will Likely Be Let in a Few Days.

Quebec, Nov. 6.—It is reported here that the Quebec bridge commission has reached a definite decision regarding the awarding of the contract for the new bridge and that the placing of the contract is now only a matter of a few days, the contest narrowing down to competition between the American Steel company, supported by the United States Steel corporation, and the new Canadian company which has recently been incorporated by British holders. If the contract is awarded to the latter company, it is expected to bring a large amount of new British capital to Quebec.

MAINTENANCE OF THE BRIDGE OVER RIVER

City Seeking to Have Government and C.N.R. Share in Cost—City Has Best Means for Maintaining Since Charge Since Street Railway First Operated Across It.

The maintenance of the Saskatchewan river bridge is a question in which the city commissioners are giving some attention. Ever since the bridge was built by the city, it has been the duty of the city to maintain the structure. They have done so to an agreement made at that time with the Dominion department of public works. The commissioners are now of the opinion, and have been for almost a year that this agreement was an unwise one to make and with a view to securing a revision of the agreement they have entered into an arduous journey of 800 by other routes by way of Athabasca Landing, Slave River and Chetivah Lake which has hitherto been the only practicable wagon road to the Peace River country. The Medicine Lodge road has been constructed for travel the year round, all grades, declines and mountains being overcome. And is the road which was selected by the provincial government as the most feasible of any suggested and the one which the Grande Prairie settlers had planned to have cut for themselves failing government aid.

The agreement with the department was made in a hurry. The street railway desired to get its line across the bridge and was willing to agree to anything. The appointment of the cost of maintenance which the city and the department are now seeking to obtain from the department is that it should be shared by the government, the C. N. R. and the city.

Mayor Lee stated Saturday that the street railway operating over the bridge the government maintained it. He stated that he believed that the C. N. R. has never paid any portion of the maintenance of the bridge. The bridge is now open to the west of Edmonton to connect with the Grande Prairie-Lake Louise Lake Trail.

BOURASSA REJOICES OVER THE VICTORY

Pleased That How Has Been Struck at Imperialism and Forebode the Government's Policy of Nationalism.

Over his own signature, says "It is the beginning of the end." Such is the phrase which has burst from every mouth. It is not the mischance of circumstances which forced upon the prime minister the fight which he has just fought. He himself designed in advance, and it was his own plan, and all the conditions of the fight. Then he turned upon his adversary with the authority of a statesman, the craft of a Machiavelli and the corrupting power of a chief of state who is without scruple. He wished to have the Prime Minister, Sir Wilfrid Laurier, make some formal complaint today from Sydney to Victoria, and the charge of his personality. He wished to have the Prime Minister, Sir Wilfrid Laurier, make some formal complaint today from Sydney to Victoria, and the charge of his personality.

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Wants More Time.

Ontario, Nov. 6.—The Manitoba and Newfoundland Railway Company will apply to parliament at next session for extension of time in which to complete its work.

NOTICE.

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JOHN R. COWELL, Clerk of Legislative Assembly.

THESE ARE FACTS ABOUT FORT GEORGE

BELIEVES FORT GEORGE TO BE THE GREAT-EST RAILROAD CENTRE OF THE WEST.

The Grand Trunk's intentions and beliefs may be best judged by the following official statement of Mr. E. J. Chamberlain, Vice-President and General Manager of the system.

"We regard Northern British Columbia as our great field, and we shall spare neither effort or expense to develop that country in the most effective manner. As soon as our main line is completed we shall undertake the construction of branch lines, and one of the first we shall put in hand will be a line to the north. In our original plans our engineers proposed to start that line from the Bulkley Valley, but we have now come to the conclusion that Fort George is the best point at which to connect it with the main line and form our main junction point. There is a vast, rich country there awaiting development, and we shall supply it."

"Fort George is destined to become the most important point and the greatest city between Prince Rupert and Edmonton, and is the point from which we propose to enter the rich territory in the north and south."

In addition to being the starting point of the Grand Trunk Pacific's north and south lines, Fort George is the terminus of a projected railway from Bulkley to the Victoria-Fort George railway; of a railway from Fort George to Fort Vermilion; of the Canadian Northern line from Tete Jean Cache; and will be the centre of the B. C. and Alaska system, of which final surveys are just completed. It is the opinion of the President, Mr. John W. Walker, that the most important announcement that he has secured the necessary capital in England.

While there will be many other prosperous towns and even cities in this vast new Empire, the logic of the waterways and railway situation makes it certain that

FORT GEORGE WILL BE THE METROPOLIS.

For further proof and information apply to

FORT GEORGE & FRASER VALLEY LAND CO.
790 FIRST STREET, EDMONTON

DISCUSS RECIPIENCY.

Governor of Massachusetts Says Canada Must Not Want It.

Haverhill, Mass., Nov. 6.—At a town meeting here today, the question of reciprocity and tariff issues have no place in the minds of the citizens. The speaker, Mr. J. W. Walker, said that the people of this section might be glad to see the Canadian people in the same position.

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Ten Years for Forgers.

Winnipeg, Nov. 6.—Mr. McLaughlin, alias Crowe, convicted at the assizes in 1900, for forging a bank note, was sentenced to ten years in the penitentiary. The judge, Mr. Justice Giesbrecht, said that the man was a dangerous criminal and that he deserved a long term of imprisonment.

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Indian Accidentally Shot.

Edmonton, Nov. 6.—(Continued) The Indian who was shot by a hunter near the city of Edmonton, was found dead in a field. The hunter, Mr. J. W. Walker, said that he was out hunting and that he saw the Indian in the field. He said that he shot the Indian and that he was sorry to hear of his death.

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\$ 50 per Lot

Hempriggs

Sub-divisions are continually being placed on the market for the acceptance or refusal of the public and have met with the reward which they justly merited, but we are confident that never has there been such an opportunity to place money in Real Estate that would revert to the holder greatly augmented within a reasonable time as this property affords. HEMPRIGGS is situated in the West End—the beauty end of the city—and is so easily accessible as to be within a few minutes' ride of the city centre. Every lot is high, dry and ready for building purposes. The size of the lots is 50 feet by 130 feet, thus giving ample room for substantial residences to be erected thereon. You can obtain these lots for \$150 each cash, or on easy terms. We will take you out to see them whenever convenient.

The Seton-Smith Co's

63 McDougall Avenue South, Edmonton

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